14th Executive Safety Board

13th Tasker Update
Old Business

14 June 2006

14th ESB Tasker Update

M&RA, TECOM,COMNAVSAFECEN, & SD

REVIEW PCR'S TO DETERMINE WHAT INFORMATION SHOULD BE ADDED TO IMPROVE DATA MINING FOR LESSONS LEARNED AND MISHAP DOCUMENTATION.

PCR Additions

14th ESB Tasker Update

PP&O, MCRC, & SJA

INVESTIGATE OPTIONS FOR COLLECTING AND REPORTING OFF-BASE PMV DRIVING VIOLATIONS IN A MARINE CORPS DATA BASE.

Collecting and Reporting Off-Base PMV Violations in a USMC Database

6 June 2006

Purpose

- To provide information in response to 13th EOS and MARADMIN 158/06, which tasked DC, PP&O, MCRC, and JAR, with investigating options for collecting and reporting off-base PMV violations in a USMC database.

Avenues Explored

- National Crime Information Center (NCIC)
- National Law Enforcement Telecommunication System (NLETS)
- Department of the Navy Criminal Justice Information System (DONCJIS)
- National Driver Register (NDR)/Problem Driver Point System (PDPS)
- Insurance Companies
- Private Companies

NCIC/NLETS

NCIC:

- Department of Justice (DOJ) computerized index of criminal justice information (i.e. criminal record history information, fugitives, stolen property, missing persons).
- It is available to federal, state, and local law enforcement and other criminal justice agencies and provides a computerized database of crimes and criminals.

NLETS:

- Database which contains a compilation of vehicle data and motorist histories, criminal records, citizenship and immigration information, and aircraft tracking and registration data.

* All records in NCIC and NLETS are protected from unauthorized access through appropriate administrative, physical, and technical safeguards.

NCIC/NLETS

Not a viable option:

- Access is restricted to those with need-to-know IOT perform official law enforcement duties. Users of the NCIC system and NLETS are restricted to only those privileges necessary to perform an authorized security or law enforcement task.

- MCO 5580.1D, MARINE CORPS PARTICIPATION IN THE FEDERAL BUREAU OF INVESTIGATION (FBI) NATIONAL CRIME INFORMATION CENTER (NCIC) SYSTEM, states that NCIC records are not be accessed for anything other than law enforcement and security matters.

- There are a wide variety of administrative, civil and criminal penalties that may be imposed for violations of law and policy regarding this information, ranging from verbal reprimands to letters of request for compliance, removal of agency records, discontinuation of NCIC service, and prosecution.

DONCJIS

DONCJIS:

- A cradle-to-grave reporting and case management system that will track criminal incidents that have been reported to DoN or USMC LE personnel. The system is currently slated for initial release in March 07.

Not a Viable Option:

- It will not maintain information pertaining to civilian driving records unless that event was reported to DON or USMC MP/investigators. As such, DONCJIS will not be a useful tool in tracking the number of off base traffic incidents/tickets involving Marines.

NDR/PDPS

NDR/PDPS:

- A central repository of information on individuals whose privilege to drive has been revoked, suspended, canceled or denied, or who have been convicted of serious traffic-related offenses.
- The records maintained at the NDR consist of identification information including name, date of birth, gender, driver license number, and reporting State.
- All 50 States and the District of Columbia participate in the NDR.
- All of the substantive information, the reason for the suspension or conviction and associated dates, resides in the reporting State.
- State driver licensing officials query the NDR to determine if an individual's license or privilege has been withdrawn by

NDR/PDPS

Not a Total Solution:

- The NDR would be beneficial to the USMC in determining if a Marine had ever had their license suspended.

- The NDR would not cite traffic tickets or other violations.

Insurance Companies

Insurance Companies:

- Insurance companies tracking of insured members is accomplished by the company submitting a list of insured members (sometimes complete, other times a random sample) to the home of record state to determine if insured individuals have received any moving violations.

Not a Viable Solution:

- This process only reveals tickets issued by the home state or other states which are in the practice of sharing ticket information with that state (adjacent states sometimes have reciprocal agreements).

- Because of limitations, insurance company databases are not a reliable source of off base ticket information.

- Additionally, insurance company databases are not released

Private Companies

Private Companies:

- Private companies, such as ACCURINT, have pay services that can be accessed to obtain driving records.

Not a Viable Solution:

- Records are not comprehensive in that only nineteen states are participating.
- Records are not subject to licensing agreements and stringent quality control and, as such, may not be reliable.

Determination

- There is currently no viable means to establish a comprehensive database to collect and report off-base PMV violations of Marines.

- There are other options available which could provide commanders with means of identifying at-risk behavior of their Marines in PMVs.

Recommended Options

- Commanders could attempt to establish a relationship with the nearest DMV office and request driving history checks of their Marines periodically. Such checks would provide information on in-state violations plus out-of-state DWI violations. Unfortunately, some states cannot provide driving records for this purpose and those states that do normally charge a fee.

- Recruiters are granted access to the law enforcement databases and local Department of Motor Vehicles (DMV) records when they conduct background checks on potential recruits. Part of the information they receive during this process is driving history. This check is considered a valid query since the purpose is to identify serious offenses that might

Recommended Options

- When Marines are pulled over for a traffic citation on-base, the transcript of their driving history can be printed and provided to the command. Additionally, during command authorized random vehicle inspections the driving history transcript can be printed and provided to the command.

- The only comprehensive method to document off-base PMV violations is to require Marines to self report those violations and document the violations in their Service Record Book or Officer Qualification Record. Verification of self-reporting could be accomplished when Marines are cited for on-base violations or during command authorized vehicle inspections. Failure to report off base violations would be considered a violation of Article 134 and the

Questions?

14th ESB Tasker Update

II MEF, TECOM, & SD

DEVELOP A PLAN TO EXPERIMENT WITH A FULL-TIME REGIMENTAL SAFETY OFFICER.

COMMARFOR's

REVIEW THE VALIDITY OF A FULL-TIME SAFETY BILLET(MARINE OR CIVILIAN) AT THE REGIMENTAL AND BATTALION LEVEL.

LtCol Walt Audsley
Mr. Jason Hunt
Mr. Keith Glavac

14 June 2006

FULL TIME REGIMENTAL SAFETY OFFICER

14TH EXECUTIVE SAFETY BOARD

LtCol Walter W. Audsley

II MEF Deputy Director of Safety

14 June 2006

FULL TIME REGIMENTAL SAFETY OFFICER

- **13 ESB TASKING TO CG II MEF, CG TECOM, AND CMC SD:**

"DEVELOP A PLAN TO EXPERIMENT WITH A FULL TIME REGIMENTAL SAFETY OFFICER"

FULL TIME REGIMENTAL SAFETY OFFICER

- **Uniformed Officers/SNCO's are not available for assignment as a full time Regimental Safety Officer**
- **<u>Solution</u>: Assign Tactical Safety Specialists (TSS's) as full time Regimental Safety Officers**
  - **Currently 5 TSS's assigned to Infantry and Logistics Regiments**
  - **Augment and assist uniformed Safety Officers**
  - **Eventually 24 total TSS within MCI-East**
  - **Future assignment to all Regiments.**

FULL TIME REGIMENTAL SAFETY OFFICER

QUESTIONS?

MARFOR ANSWER

- MARFORCOM DSS coordinated with the MARFORs and MEFs, USMC-wide, and determined that a full time SNCO or Officer billet at the battalion level would be most effective.
- MARFORs are in agreement that there is a valid need for full time safety billets at the both the regimental and battalion levels.
- Lack of available uniformed Marines for use in full time safety billets makes use of TSS's at the regimental level the next best option.
- Recommend executing the proposed II MEF option with TSS's at the regiment, full-time, and use this as a baseline to determine whether full-time safety support is the answer.
- Recommend re-examination of this issue after test of II MEF option.

MARFORPAC Proposal

14 June 2006

BGen Hummer

DRAFT

ESB TASKER

- COMMARFORs: Review the validity of a full-time safety billet (Marine or Civilian) at the regimental and battalion level.
  - Valid need for full time safety officers.
  - Resource constrained environment, increase to end strength unlikely.
  - Several key programs USMC wide face staffing challenges.
  - Significantly more efficient approach needed to address program requirements and reduce ground mishaps.
  - Ground units need to be properly staffed to focus on training management, correct execution of training tasks and standards, hazard identification and mishap prevention efforts resulting in safe training and operations.

DRAFT

ESB TASKER

- Two complementary programs that make sense to be merged:
  - Ground Safety Program
  - Infantry Battalion Enhancement Period Program (IBEPP)
- IBEPP
  - Staff, equip and prepare battalions for pre-deployment training.
  - Battalions in the enhancement period have priority for personnel fills, equipment, and schools.

DRAFT

ESB TASKER

- Establish a Unit Readiness and Training Integrator Billet within all battalion and regimental sized organizations in the MEF
  - Line number established on T/Os and filled by the commander.
  - This new structure would run the battalion/regiment ground safety program and ensure that every training evolution is focused around safe execution.
  - Duties focused on training management, correct execution of training tasks and standards, would complement responsibilities for on-duty ground mishap reduction. The results would be safe training and operations.
  - Billets should be organizationally placed at the command level (i.e., special staff) and report to the unit Commander and operate under the staff cognizance of the Operations Officer.
  - This proposed increased ground structure will provide the necessary WTI capability and appropriate safety staffing that the Aviation community currently possesses at the Squadron level.

14th ESB Tasker Update

MARFORPAC

DEVELOP A CONCEPT (INCLUDING BENCHMARKING UNIT PERFORMANCE) TO DEPLOY THE II MEF GROUND CULTURE WORKSHOP IN I MEF AND III MEF.

- CG MARFORPAC released MFP msg.
- I MEF and III MEF MCONs identified 4 units:
  - 2/7 (27-29 Jun 06)
  - 2/4 (2-4 Nov 06)
  - 3RD INTEL BN (18-20 Jul 06)
  - 7TH COMM BN (11-13 Jul 06)
- Have 10 units in each MEF (I/III) complete the CWW by 31 Dec 06.
- Once 10 units have completed the CWW in each MEF, determine what an “average” Marine unit looks like or how an “average” Marine unit would be reflected based on survey results. Maintain continuous coordination with CMC SD.

COMPLETE

14 June 2006

BGen Hummer

14th ESB MARFORPAC Tasker Update

[illegible] 06 COMMARFORPAC(UC)
[illegible]
MSGID/GENADMIN/COMMARFORPAC//
SUBJ/COMMANDER'S WARRIOR WORKSHOP//
POC/GLAVAC K.L./GS-13/MARFORPAC SAFETY MANAGER/LOC: CAMP H. M. SMITH/DSN: 477-8919/EMAIL: KEITH.GLAVAC@USMC.MIL// GENTEXT/REMARKS/1. IN NAVAL AVIATION, THE CULTURE WORKSHOP (CW) PROGRAM WAS IMPLEMENTED AND HAS RECEIVED OVERWHELMINGLY POSITIVE ENDORSEMENTS FROM UNIT COMMANDING OFFICERS. SIMILAR TO THE CW, THE COMMANDER'S WARRIOR WORKSHOP (CWW), FORMERLY KNOWN AS THE GROUND CULTURE ASSESSMENT TOOL AND GROUND CULTURE WORKSHOP, WILL ASSIST THE GROUND UNIT COMMANDER BY IDENTIFYING ORGANIZATIONAL STRENGTHS AND POTENTIAL HAZARDS WHICH ARE OFTEN THE RESULT OF A UNIT'S CULTURE. OUR CULTURE BINDS US WHETHER ON DUTY, ON LIBERTY, OR ON LEAVE. CULTURE DEFINES HOW LEADERS LEAD AND HOW OUR MARINES AND SAILORS ACCOMPLISH THE MISSION. THIS CWW WILL WORK IN CONJUNCTION WITH THE ORGANIZATIONAL CULTURE DIAGNOSTIC INSTRUMENT (OCDI) AND GROUND COMMAND SAFETY ASSESSMENT SURVEY.
2. THE NAVAL SAFETY CENTER AND HQMC SAFETY DEPARTMENT (SD) HAVE RECENTLY CONDUCTED SIX CWWS OF II MEF UNITS, WITH VERY POSITIVE RESULTS AND FEED BACK TO COMMANDERS. THE 13TH EXECUTIVE SAFETY BOARD (ESB) TASKED MARFORPAC TO DEVELOP A CONCEPT TO DEPLOY THE CWW IN I AND III MEF. THIS IS OUR OPPORTUNITY TO GET THIS RIGHT WHILE MITIGATING UNNECESSARY RISKS.
3. EACH MEF HAS A BEHAVIORAL SCIENCE TECHNOLOGY (BST) MARINE CONSULTANT (MCON) ASSIGNED AND TRAINED TO COORDINATE AND FACILITATE THIS TYPE OF WORKSHOP. REQUEST I AND III MEF COORDINATE WITH THEIR MAJOR SUBORDINATE COMMANDS TO SCHEDULE TWO BATTALION SIZE UNITS FOR A CWW. THE CWW REQUIRES TWO AND A HALF DAYS TO CONDUCT PER UNIT, AND SHOULD BE SCHEDULED TO RUN DURING THE SAME WEEK. PLEASE IDENTIFY AND REPORT BY 31 MAY 06 THE UNITS IDENTIFIED, AND PRIMARY AND ALTERNATE DATES SCHEDULED FOR THE WORKSHOPS. MARFORPAC WILL COORDINATE WITH SD ON WORKSHOP TEAM SUPPORT REQUIREMENTS.
4. THIS PROGRAM IS A SELF-ASSESSMENT TOOL FOR THE UNIT COMMANDER TO IDENTIFY AND VALIDATE UNIT STRENGTHS AND WEAKNESSES AND PARALLELS THE WARRIOR PRESERVATION CAMPAIGN 2006, "MARINES TAKE CARE OF THEIR OWN".//

14th ESB Tasker Update

MARFORCOM

REFINE THE USE OF THE WARRIOR PRESERVATION STATUS REPORT.

- ACMC signed the msg for release and the name of the report changed from Marine Ground Force Preservation Status Report to **Warrior Preservation Status Report (WPSR).**

COMPLETE

14 June 2006

Mr. Jason Hunt

Warrior Preservation Status Report

FM CMC WASHINGTON DC ACMC
TO COMMARFORCOM
COMMARFORRES
COMMARFORPAC
INFO CMC WASHINGTON DC SD
UNCLASS //N05100//
MSGID/CMC WASHINGTON DC SD//
SUBJ/WARRIOR PRESERVATION STATUS REPORT (WPSR)//
REF/A/MSG/CMC/R041410Z APR 06//
REF/B/MSG/COMMARFORCOM/081856Z MAY 06//
REF/C/DOC/CMC WASHINGTON DC/1JUL04//
NARR/REF A IS MARADMIN 158/06, 13TH ESB RESULTS. REF B IS THE MARFORCOM TASKER UPDATE FROM THE 13TH ESB. REF C IS MCO 5100.29A, MARINE CORPS SAFETY PROGRAM.//
POC/SHANE B CONRAD/LTCOL/CMC SD/-/TEL: (703) 614-1077/
EMAIL:SHANE.B.CONRAD@USMC.MIL//
POC/GREGORY B SMITH/GS-13/CMC SD/-/TEL: (703) 614-1202/
TEL: DSN 224-1202/EMAIL:GREGORY.B.SMITH1@USMC.MIL//
GENTEXT/REMARKS/1. WE CONTINUE TO LOSE MARINES DUE TO ACCIDENTAL DEATHS AND DISABILITIES NOT RELATED TO COMBAT. THESE TRAGIC LOSSES ARE PAINFUL TO FAMILIES AND FELLOW WARRIORS, DEGRADE MISSION EFFECTIVENESS AND REDUCE COMBAT READINESS. FOR THE SAKE OF OUR MARINE FAMILIES AND THE SUCCESS OF OUR CORPS, WE MUST MAKE EVERY EFFORT TO PREVENT THESE MISHAPS.
2. REF A TASKED GROUND OPERATING FORCES TO REFINE THE GROUND OPERATIONAL FORCE PRESERVATION STATUS REPORT AND IMPLEMENT IT. PER REF B, THE GROUND COMMUNITY HAS REFINED THE REPORT AND PLANS TO ADOPT IT FOR USE. THE REPORT IS RENAMED AS THE WARRIOR PRESERVATION STATUS REPORT (WPSR). THIS REPORT IS A TOOL BY WHICH COMMANDERS WILL TRACK PRESERVATION EFFORTS. SPECIFICALLY, IT WILL AID THE COMMANDER IN TRACKING THE IMPLEMENTATION OF UNIT SAFETY PROGRAM REQUIREMENTS AND AFFORD COMMANDERS A BENCHMARK FOR SAFETY ASSESSMENT.
3. THE TEMPLATE FOR THE WPSR IS ON THE CMC (SD) WEB PAGE, FOUND UNDER SAFETY DIVISION AT WWW.HQMC.USMC.MIL.
4. THE INITIAL START UP WILL BE WITH ALL GCE, MLG, AND AVIATION SUPPORT ELEMENTS. THEY SHALL SUBMIT THE REPORT THROUGH THEIR CHAIN OF COMMAND TO THEIR RESPECTIVE COMMARFOR IN LIEU OF USING ENCLOSURE (4) OF REF C. STARTING 1 OCTOBER 2006, ALL INSTALLATIONS WILL BE INCLUDED AS DIRECTED ABOVE. EACH COMMARFOR SHALL SUBMIT A SINGLE CONSOLIDATED REPORT TO CMC (SD) BY 1 SEPTEMBER, 1 DECEMBER, 1 MARCH, AND 1 JUNE EACH YEAR. THE FIRST REPORT IS DUE TO CMC (SD) ON 1 SEPTEMBER 2006. REPORTS WILL BE REVIEWED AT EACH CONVENING OF THE EXECUTIVE SAFETY BOARD. A FORMAL CHANGE TO REF C IS FORTHCOMING.//

14 June 2006

MARFORCOM/MARCORBASES LANT

ESB

14 June 2006

Task

Information Brief

- Refine the use of Marine Ground Forces Preservation Status Report (MFPSR).
  - ☑ Coordination between the MARFORs was conducted via teleconference to establish reporting criteria based on MCO, Federal OSH Laws, and MSC input.
  - ☑ Decision to initially focus on Operational Forces was determined.
  - ☑ MEFs were provided draft for chop and to update unit information.
  - ☑ Feedback provided to HQMC SD resulting in the Warrior Preservation Status Report (WPSR) and CMC guidance message on same.

Warrior Preservation Status Report

Information Brief

Click icon to view WPSR

UNCLASS

BREAK

14th ESB Tasker Update

TECOM

BRIEF THE OUTCOME OF THE COMBAT VEHICLE OPERATOR CONFERENCE AT THE 14TH ESB.

14 June 2006

MajGen Stalder

Update for the Executive Safety Board on Tactical Motor Vehicle Driver Training

MajGen Keith J. Stalder

Commanding General,
Training & Education
Command

Bottom Line

- Where we were:
  - Training and licensing not standardized across the Marine Corps
  - No ability to track driver training
- Where we are:
  - Establishing a training curriculum for Incidental Operator Licensing and Tactical Vehicle Operator PTP based on ITSs.
  - Establishing a tracking system to validate driver training and proficiency.
  - CVOT program is the interim predeployment standard with Advanced Tactical Motor Vehicle Operators Course (ATMVOC) curriculum completed this Summer (Implementation 30 June 06).
- Where we are going:
  - Commanders will have the ability to train, track, and prepare vehicle operators for deployment using ITS’s and systems approach to training.

Overview

- Agenda Items
  - Summary of 13th ESB Brief
  - Issues addressed at TECOM Conference
  - National Driver Register checks
  - Standardization of training
  - Tracking Driver Experience and Status of License
  - License Upgrades and Sustainment
  - Tactical Vehicle Operator Limitations & ORM
  - Way ahead

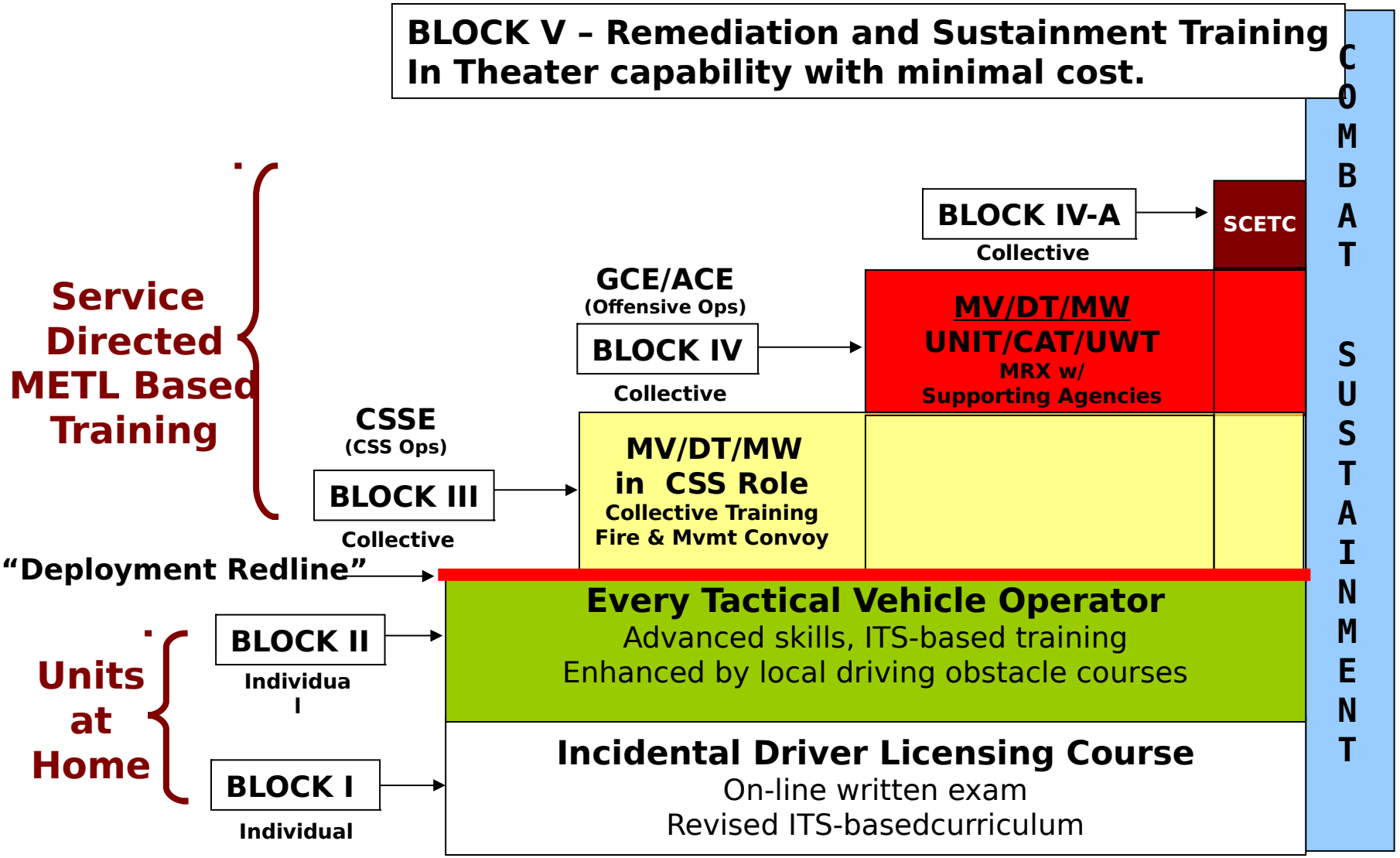
Summary of Last ESB Brief

- Mounted operations in OIF/OEF exceed the home station vehicle and personnel capabilities of units deploying.
- Problem is manifested primarily with incidental drivers, driving as an additional duty, not Military Occupational Specialty 3531 Vehicle Operators.
- Up-armor kits fielded to CONUS units for training
- II MEF established Combat Vehicle Operator Training (CVOT) with three components
- CVOT institutionalized as the standard, interim course
- TECOM hosted Tactical Vehicle Training and Licensing Conference 5-11 March 06

Issues Addressed at TECOM Conference

- Need to tie Tactical Motor Vehicle Driver training to Pre-deployment Training Program (PTP)
- No longer a National Driver Records check capability in Federal Government to screen drivers prior to training
- No standardization of Incidental Driver Training or readily available curriculum for operating forces
- No standardization of PTP Training or curriculum to train drivers for unique in theater environment and up-armor vehicles
- No way to track driver experience, currency, proficiency or current status of license
- No method for drivers to sustain and refine driving skills
- No established operator limitations or “safe crew day”

PTP Blocks I, II, and V



National Driver Register

- US Investigations Services (USIS) contract to conduct nation-wide driving records checks of applicants for Incidental Operator's course.
- Licensing Officials will have access to USIS secure web to submit applicants, and receive results.
- Checks current state drivers license, and states of all previous residences since age 16.
- Contract awarded and access to records available 1 June 06,
- Training for Licensing Officials to commence immediately thereafter.

Standardization of Training

- 26 ITSs established for incidental operators.
- 11 new Advanced ITSs established for all drivers in a comprehensive driver training program (Advanced training also includes some of the basic ITSs).
  - Phased into three categories (crawl, walk, run method).
    - Licensing requirements
    - Pre-deployment requirements (PTP Block II)
    - Sustainment requirements (Block V)
  - Includes
    - NVG
    - Up Armored vehicle operation
    - Defensive/evasive driving
    - Vehicle recovery

Standardization of Incidental Training

- College of Continuing Education Distance Learning (CCE DL) on-line course will be available on MarineNet 30 June 06. Instruction includes:
  - Basic vehicle characteristics
  - Trip tickets
  - Daily operator checks and services
  - Basic operating principles
  - Randomized test and completion certificate that allows Licensing Official to issue a Drivers Logbook (“Learner’s Permit” written test for HMMWVs)
- Additional platform instruction still required (local laws, regulations, etc.)
- Standardizes instruction across the Marine Corps.
- DL course tested 2-4 May by 30 Marines from 2/2, permit exam under revision.

Standardization of Incidental Training

- Established Incidental Motor Vehicle Operators Licensing Course (IMVOLC)
- Block I PTP for Incidental Operators
- Combines ITSs with number of miles driven in a single Marine Corps-wide curriculum
- IMVOLC overview and procedures will be incorporated into revised TM-11240-15/3D.
- Currently available on Ft. Leonard Wood's web page as work-in-progress; to be completed by 30 June 06

Standardization of PTP Training

- Established Advanced Tactical Motor Vehicle Operators Course (ATMVOC)
- Block II PTP that applies to all licensed vehicle operators including MOS operators.
- Developed directly from II MEF CVOT's 5 Mission Essential Tasks (METS) and course curriculum
- Includes classroom instruction and performance based practical application
- Curriculum not tied directly to a range, rather a performance standard
- Will be enhanced/facilitated by construction of local driving obstacle courses
- Currently available on Ft. Leonard Wood's web page as work-in-progress; to be completed by 30 June 06

Tracking Driver Experience and Status of License

- Mandatory use of Logbook to monitor driver training and experience.
- Entries based upon ITSs to capture requirements for licensing, pre-deployment and sustainment criteria.
- Maintained at Unit Motor-pool dispatcher.
- Transfers with Marine to new duty stations.
- Information will be transferred and maintained within TIMS electronic training jacket when it comes on-line, eliminating need for hard copy logbook. (Incidental Motor Vehicle Operator Module to be developed)

Logbook Example

DRIVER LOG

NAME _____ UNIT _____

RANK _____ PHONE _____

SSN _____ START DATE _____

END DATE

DATE	ADMIN NUMBER	VEHICLE NUMBER	VEHICLE TYPE	START MILES	END MILES	START TIME	END TIME	CONDITION CODES	TOTAL MILES	OBSERVING OFFICIAL
6/12/2006				**12456**	**12486**	**1400**	**1500**	**NVG OFF**	**30**	

_____

MTO/MTC SIGNATURE

_____

PRINT

CONDITIONS LEGEND	
ON = ON ROAD	A = ARMORED
OFF = OFF ROAD	D = DEFENSIVE DRIVING
C = IN CONVOY	NVG = NVG OPS
ND = NIGHT DRIVING	VR = VEHICLE RECOVERY
BO = BLACK OUT	T = TOWING

License Upgrades and Sustainment

- Licensed Operators can obtain license upgrades by meeting standards set forth in revised TM-11240 (Trailer towing, MTVR; **no** upgrade to LVS).
- Access to MCTFS for recording current license in training record.
- The following minimum standards need to be maintained, or Operator's License/Upgrades will be suspended at the unit level until refreshed under supervision of current licensed operator.
  - On road - semi-annual
  - Off road - semi-annual
  - Night on road – semi-annual
  - Night off road – semi-annual
  - NVG – semi-annual
  - Towing – annual

In-Theater Sustainment

- Provides commanders with the ability to train and sustain drivers to Block II PTP training standards (ATMVOC ITS's) in theater with minimal cost.
  - Same standards and procedures apply during deployment (i.e. log book, ITS sustainment).
  - Focus of sustainment is a standardized curriculum.
  - Trainers imbedded in deployed units (SNCO).
  - Training can be conducted on existing terrain of any base.

Tactical Vehicle Operator Limitations & ORM

Max Drive Time Limits

Day: 10 Hours* (NMT 6 Consecutive days)

Week: 50 Hours

Month: 200 Hours

Crew Day / Crew Rest Limits

Crew Day: 16 Hours *

Crew Rest : 8 Consecutive Hours

* (US DOT Regs; Part 395.5)

References:
(MCO 5100.19E MC Traffic Safety Program)
(OPNAVINST 3710.7T NATOPS Gen'l Inst)
(US DOT Regs; Part 395.5)

Weather Minimums

Visibility: 20 Meters Min.

- Restrictions to visibility result from weather phenomena such as fog, heavy rain, snow, blowing sand, and smoke.
- Unlike airfields with dedicated weather service, convoy routes have no dedicated visibility measuring equipment. Commanders should estimate visibility to support “go no-go” decision for nonessential ops; e.g., 4 HMMWV lengths equals approximately 20 meters.

Building the Continuum

Licensing through Block 2 PTP

Basic Skills → Advanced Skills

Formal Weather Minimums & Crew Day Restrictions

Tracking of training and currency of skills

Steps in the Process

NDR Check	CE/DL Permit Course	Logbook	Licensing Course	PTP
3 days	Self-paced (3-5 days)	N/A	9 days	2 days
Qualified to take course	Knows nomenclature, specifications, op characteristics, PMCS of HMMWV	N/A	A licensed operator with basic driving skills and exposure to NVG driving.	PTP Block 2 Complete driver, experienced in up-armor, rough terrain and prepared for Block 3 and 4 training.
			SUSTAINMENT	

Way Ahead

- MCCDC POA&M Message outlining actions and responsibilities.
- TM-11240-15/3 (Licensing Manual) and MCO 11240.66D (Licencing Policy) under revision to update incidental licensing.
- MCO 5100.19 being updated to address ORM criteria – TECOM to coordinate ORM criteria from Incidental Operator Training and Licensing Conference with Safety Division

What We Need From You

- Construction of Confidence Courses in garrison and theater (Camp Pendleton, 29 Palms, Al Asad).
- Funding for reproduction of logbooks at local level.
- Command enforcement of requirements for licensing and PTP
- Command emphasis on logbook and license administration

QUESTIONS?

14th ESB Tasker Update

CMC SD

DEVELOP RECOMMENDATIONS FOR SAFETY AWARDS CRITERIA FOR MISHAP-FREE AWARDS.

14 June 2006

Mr. Luis Ramirez

Tasker:

Develop recommendations for safety awards and identify criteria for mishap-free awards

AIR | GROUND | OFF-DUTY

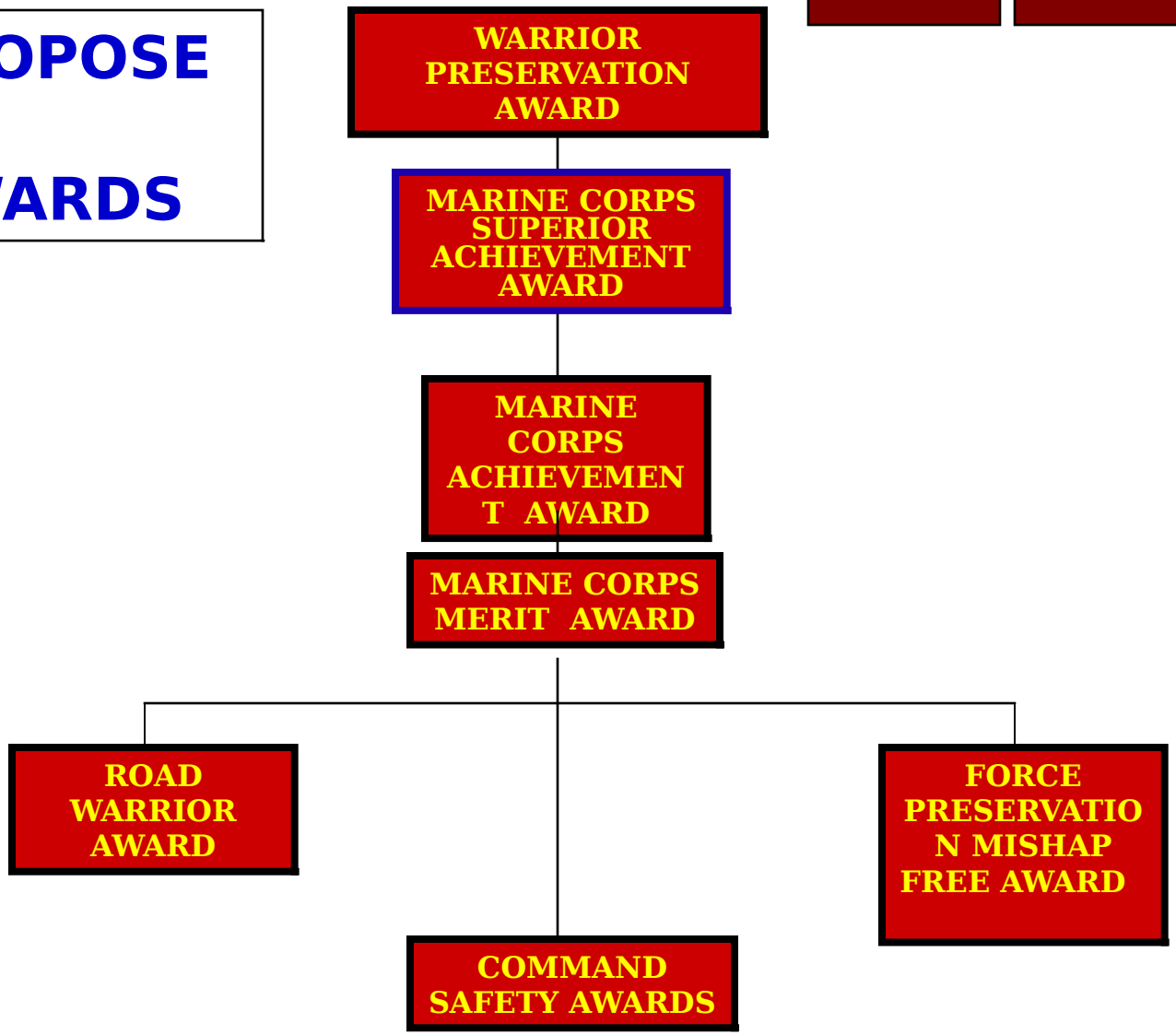
CURRENT AWARDS

- CENTER OF SAFETY EXCELLENCE AWARD
- MARINE CORPS SUPERIOR ACHIEVEMENT IN SAFETY AWARD
- MARINE CORPS ACHIEVEMENT IN SAFETY AWARD
- MARINE CORPS MERIT IN SAFETY AWARD
- COMMAND SAFETY AWARDS

HQMC
SAFETY DIVISION
FORCE PRESERVATION

AIR | GROUND | OFF-DUTY

PROPOSED AWARDS



Criteria for Ground Mishap-Free Awards:

- **Motor vehicle operators:**

  Mishap and violation free driving (GMV including TACV)

  a. Individual: 10,000 to 50,000 miles (Logbooks)

  b. Unit: 4 mileage categories: 50,000; 100,000; 200,000; 300,000miles

  " Road Warrior Award"

  AND/OR:

- **Commands:**

  FY Mishap Free Awards

  " Force Preservation Mishap Free Award"

Recommendations:

- **Modify award submission process**
  - **internet access**
- **Modify award presentation process**
  - **Ground Dinner**
- **Update individual award criteria**
  - **award matrix**
- **Modify award mementos**
  - **Chesty Puller bust**
- **Rewrite MCO 5100.32 to reflect updates**

14th ESB Tasker Update

COMNAVSAFECEN & SD

IDENTIFY LEADING INDICATORS AND A DATABASE FOR MINING AND TRACKING EXISTING DATA.

14 June 2006

Col Jim Jamison

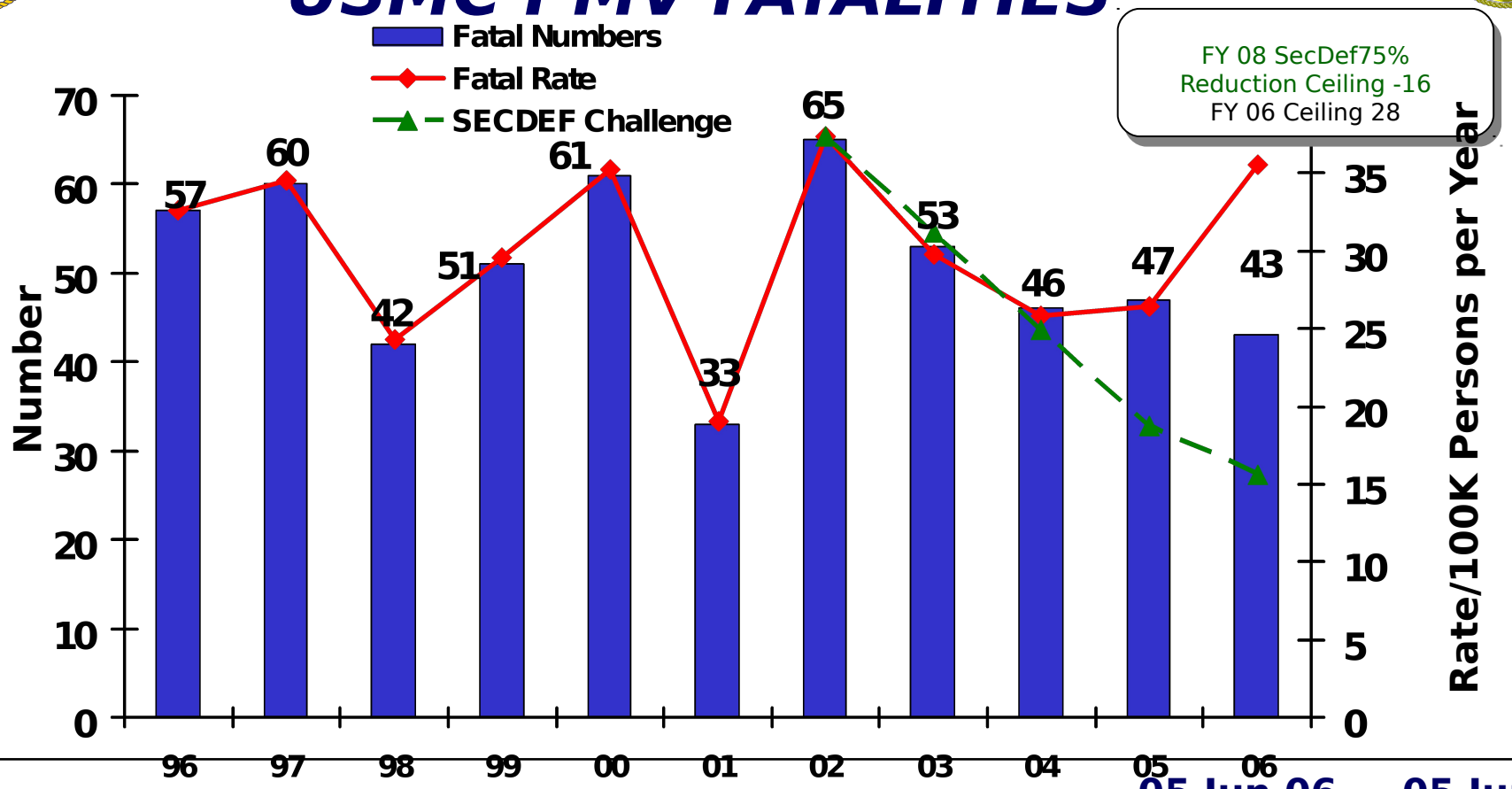
USMC PMV MISHAP LEADING INDICATORS BRIEF

14th MARINE ESB

14 JUNE 2006

USMC PMV MISHAP Leading Indicators

USMC PMV FATALITIES



05 Jun 06 **05 Jun 05**

CLASS A FATALITIES/FATALITY RATE FY COMPARISON: 43 / 35.10 32 / 26.49

FY05 FATALITIES/FATALITY RATE: 47 / 26.48

10-YEAR AVERAGE (FY96-05) FATALITIES/FATALITY RATE: 51.5 / 29.47

USMC PMV MISHAP Leading Indicators

DEMOGRAPHIC INDICATORS:

- Gender
- Age

LEADING INDICATORS:

- License Status
- Traffic Citations
- Increased Vehicle Occupancy
- Weekend/ Very Early Morning Driving
- Mentor Example

POTENTIAL INDICATORS:

- Fatigue
- Command Climate/Culture

CONTRIBUTING FACTORS:

- Driver Distractions
- Alcohol Use

USMC PMV MISHAP Leading Indicators

Data and Sources

- Insurance Institute for Highway Safety, Highway Loss Data Institute
- Farmers Insurance
- Virginia Tech Transportation Institute/ National Highway Traffic Safety Administration
- Texas A&M University for the American Automobile Association
- Kansas State University
- Texas A&M University for the American Automobile Association
- Council on Alcoholism and Addictions of the Finger Lakes
- PMV Task Force, Defense Safety Oversight Committee
- Army Combat Readiness Center
- Naval Safety Center (NSC) Data
- Naval Post Graduate, Human Systems Integration Department
- MAWTS-1/School of Aviation Safety – Tactical Risk Management
- IG/NSC PMV On-Line Survey and PMV Focus Groups (2006)

Demographic and Leading Indicators

USMC PMV MISHAP Leading Indicators

Demographic Indicator: GENDER*

- Male drivers are more likely to be involved in fatal mishaps
- Males accounted for 70% of motor vehicle traffic deaths in 2004
- Men drive more miles and are more likely to engage in risky behavior such as not wearing seat belts, speeding, and driving under the influence of alcohol
- National Fatality Rate in 2004 for 20-24 year olds – ***the Marine Corp's high risk age group*** – per 100,000 personnel is:
  - Male - **40**
  - Female - **13.7**
  - Total Population Rate (All Ages) - **14.5**

* Insurance Institute for Highway Safety, Highway Loss Data Institute

USMC PMV MISHAP Leading Indicators

Demographic Indicator: AGE*

- Young drivers under 25 years old are more likely to be in fatal motor vehicle accidents than most other age groups
- Male drivers 20-24 years old have the highest motor vehicle fatality rate, 40 per 100,000 population – even higher than male drivers 16 – 19 years of age - 36.6 per 100,000 population
- The highest fatality rate for females is in the 16 – 19 year old age group
- Fatality rates begin to decline appreciably for all age groups above age 25 until about age 65 when they begin to increase again

* Insurance Institute for Highway Safety, Highway Loss Data Institute

USMC PMV MISHAP Leading Indicators

Leading Indicator: IMPROPERLY LICENSED DRIVER

- Approximately 20% of all fatal accidents involve at least one improperly licensed driver*
- National Study conducted on 183,749 fatal crashes and 278,078 drivers from 1993 to 1997*
- **One in five** fatal accidents involved a driver with no license or a suspended, revoked, canceled or expired license*
- Review was subsequently extended through 1999 and confirmed earlier results

* Texas A&M University for the American Automobile Association

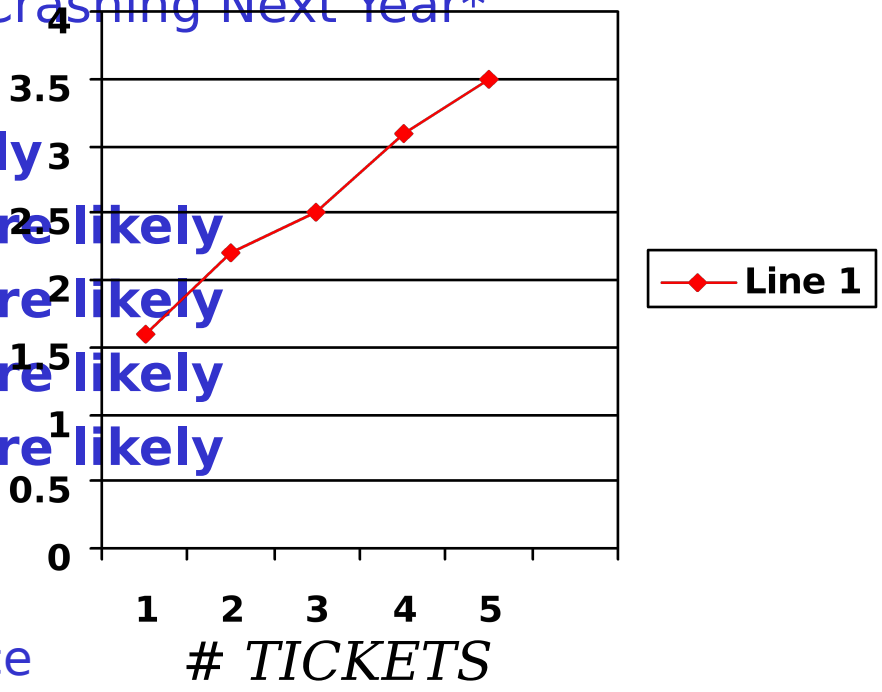
USMC PMV MISHAP Leading Indicators

Leading Indicator: TRAFFIC CITATIONS AND CRASHES

- *Traffic citations have been shown nationally to indicate an increased likelihood of being in a future accident**

Number of Tickets Chance of Crashing Next Year*

1 = 1.6 times more likely
2 = 2.2 times more likely
3 = 2.5 times more likely
4 = 3.1 times more likely
5 = 3.5 times more likely



* Data provided by Farmers Insurance

USMC PMV MISHAP Leading Indicators

Leading Indicator: INCREASED VEHICLE OCCUPANCY

- ***Increased vehicle occupancy increases risk of accidents for young drivers***
  - A 16-year-old driver is **86% more likely** to die in a crash when driving with two passengers than when driving alone and **182% more likely** to die in a crash when carrying three passengers*
  - The rate for 17-year old drivers is even higher*
  - **Of 203 Marine PMV fatalities from FY99-03, 87 Marines died driving alone; 116 died while driving with passengers or riding as a passenger****

*Fatality Analysis Reporting System

**Naval Safety Center data

USMC PMV MISHAP Leading Indicators

Leading Indicator: WEEKEND/ VERY EARLY MORNING DRIVING

- *Weekends and very early morning are the deadliest times for Marines to drive PMVs**
  - 64% of all Navy and 62% of all Marine Corps private motor vehicle deaths from FY-04 to FY-06 occurred on Friday, Saturday, or Sunday
  - 28% of all Navy private motor vehicle deaths from FY-04 to FY-06 occurred between midnight and 3:30 AM
  - 31% of all Marine Corps private motor vehicle deaths from FY-04 to FY-06 occurred between 11:30 PM and 3:30 AM

* Naval Safety Center data

USMC PMV MISHAP Leading Indicators

Leading Indicator: MENTOR EXAMPLE

- ***Parental / leadership example is important***
  - New drivers whose parents had three or more crashes on their records were **22% more likely** to crash at least once compared to new drivers whose parents had no crashes on their records*
  - When parents of a new driver have three or more violations on their records, new drivers are **38% more likely** to have a violation on their records, compared to new drivers whose parents have no violations*
  - Naval Safety Center/CMC IG focus group feedback indicates junior grade service members expect Leaders to be role models in the traffic safety arena

* Farmers Insurance

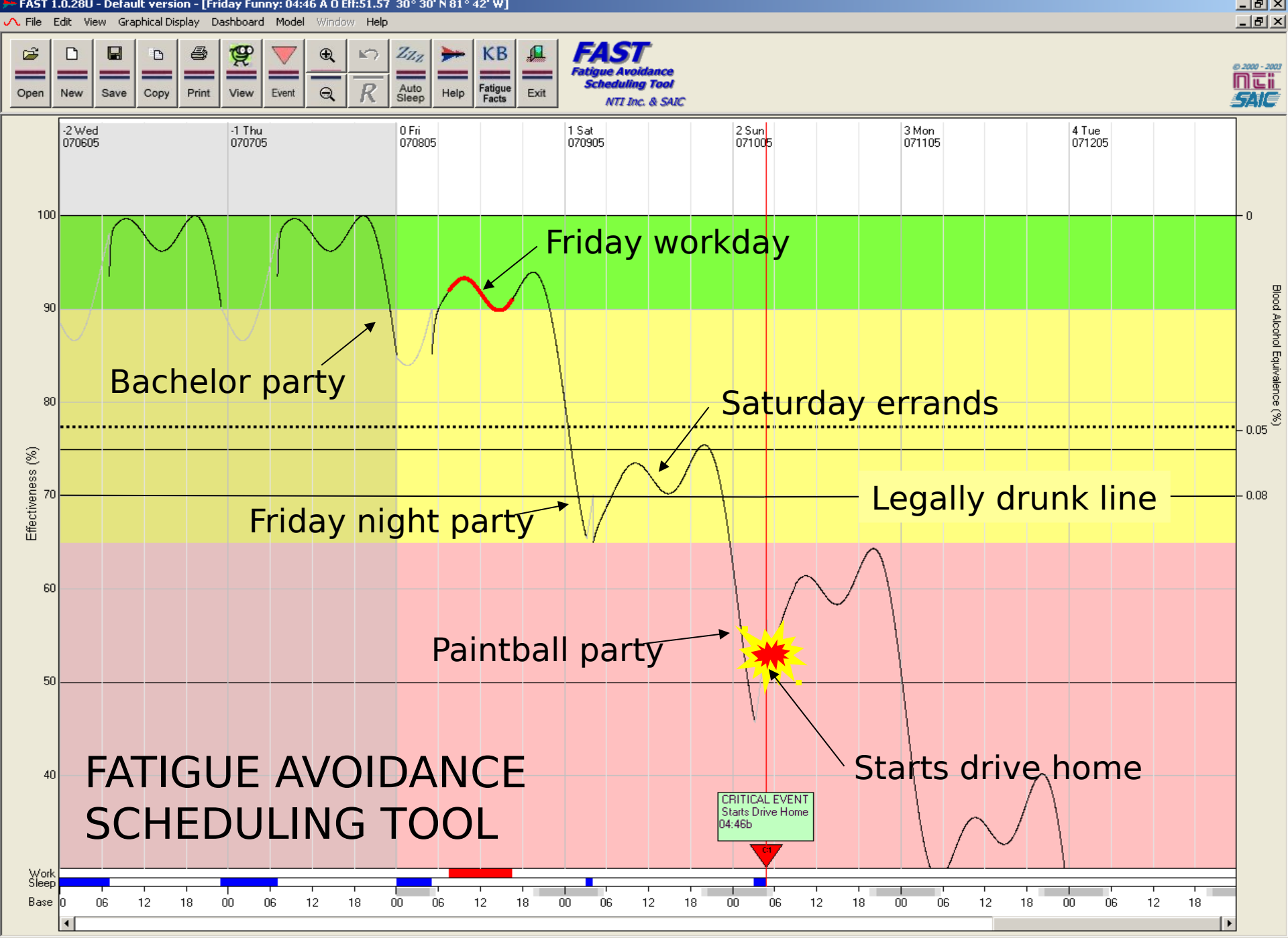
Potential Leading Indicators

USMC PMV MISHAP Leading Indicators

Potential Indicator: FATIGUE

NEXT TIME SOMEONE ASKS YOU FOR A DEFINITION OF 'OVERDOING IT,' HERE'S ONE:

- AN E-5 WENT TO A BACHELOR PARTY UNTIL MIDNIGHT, SLEPT FIVE HOURS, THEN WENT TO WORK. TOILED ALL DAY, THEN WENT ON LEAVE.
- DROVE 120 MILES TO A PARTY AND BOOGALOOED UNTIL THREE O'CLOCK IN THE MORNING. SLEPT FOR AN HOUR ON THE WAY BACK, RAN ERRANDS ALL DAY, MET SOME FRIENDS FOR A MIDNIGHT GAME OF PAINTBALL THAT LASTED, ONCE AGAIN, UNTIL THAT MAGICAL HOUR OF 0300.
- HEADED HOME AT 0445. PULLED OVER WITHIN 30 MINUTES TO STRETCH AND YAWN.
- HE THEN GOT BACK BEHIND THE WHEEL, FELL ASLEEP ON A CAUSEWAY, VEERED OFF THE ROAD AND RAN INTO TWO GUARD RAILS. HIS PICKUP TRUCK WENT AIRBORNE AND SPLASHED DOWN INTO THE BAY BELOW.
- THE SAILOR CAME TO, RELEASED HIS SEAT BELT, CRAWLED THROUGH A BROKEN WINDOW, AND SWAM TO A PYLON. FORTUNATELY, A PASSING MOTORIST HAD SEEN THIS DRAMA AND CALLED EMERGENCY SERVICES.
- THE SOUND OF YOUR VEHICLE CRUMPLING INTO AN INDISTINGUISHABLE WAD AROUND YOUR SUDDENLY WIDE-AWAKE SELF IS YOUR LAST CHOICE IN AN ALARM CLOCK. SPENDING FOUR DAYS IN THE HOSPITAL AND TWO WEEKS CONVALESCING IS A DISMAL WAY TO SPEND YOUR TWO WEEKS OF POST-DEPLOYMENT LEAVE.


FAST 1.0.28U - Default version - [Friday Funny: 04:46 A O Eff:51.57 30° 30' N 81° 42' W]
File Edit View Graphical Display Dashboard Model Window Help
Open New Save Copy Print View Event Auto Sleep Help Fatigue Facts Exit
FAST
Fatigue Avoidance Scheduling Tool
NTI Inc. & SAIC
-2 Wed 070605
-1 Thu 070705
0 Fri 070805
1 Sat 070905
2 Sun 071005
3 Mon 071105
4 Tue 071205
Effectiveness (%)
Blood Alcohol Equivalence (%)
100
90
80
70
60
50
40
0
0.05
0.08
Friday workday
Bachelor party
Saturday errands
Legally drunk line
Friday night party
Paintball party
Starts drive home
FATIGUE AVOIDANCE SCHEDULING TOOL
CRITICAL EVENT
Starts Drive Home
04:46b
CE
Work
Sleep
Base
0 06 12 18 00 06 12 18 00 06 12 18 00 06 12 18 00 06 12 18 00 06 12 18 00 06 12 18
Start
FAST 1.0.28U - Defaul...
Microsoft PowerPoint - [...
2:49 PM

USMC PMV MISHAP Leading Indicators

Potential Indicator: COMMAND CLIMATE

- On-line survey
  - Evaluates a units safety culture
  - Under evaluation to determine if answers to survey questions and unit scores point to potential for a mishap
- Commander's Warrior Workshop
- Culture Workshop
- Human Factors Template for PMV Mishap Investigations
  - 72 hour history collected via WESS
  - Includes Organization Factors

Contributing Factors

USMC PMV MISHAP Leading Indicators

Contributing Factor: ALCOHOL USE

- ***40% of all highway deaths involve at least one drinking driver, pedestrian, or bicyclist***

Alcohol Use and Increased Accident Probability:*

Blood Alcohol Level	Increased Probability of Accident
.025	Minimal increased possibility of accident over non-drinker
.05	3 times increased probability
.075	5 times increased probability
.10	15 times increased probability
.125	25 times increased probability
.151	75 times increased probability
.176	200 times increased probability

Age group with highest alcohol related traffic fatalities is 21 – 30 year olds for both male and female.

* Council on Alcoholism and Addictions of the Finger Lakes

USMC PMV MISHAP Leading Indicators

Contributing Factor: DRIVER DISTRACTIONS

- ***Modern drivers are increasingly distracted***
  - Recent studies show as many as **80% of all crashes and 65% of near-crashes** are caused by some form of driver inattention or distraction*
  - The most common form of distraction is the use of cell phones while driving*
  - Studies show that the use of a hands-free cell phone is no less dangerous than the use of a hand-held cell phone
  - Crashes attributable to dialing are identical in number to those attributable to talking or listening
  - Reaching for any object while driving was shown to increase the risk of a crash, or near-crash, **by a factor of 9***

* Virginia Tech Transportation Institute/ National Highway Traffic Safety Administration

Leading Indicator Countermeasures

STANDARDIZE SAFETY PROGRAMS

- Identify High Risk Drivers
- Add 72 hour profile requirement for WESS motor vehicle reports
- Require SIB investigation of Class “A” PMV mishaps
- Investigate and Analyze non-fatal crashes (“B” & “C”)
- Share Lessons Learned / Best Practices
- Apply “red threat” tactical intensity to defeating the “blue threat” – the everyday actions or inactions that affect performance and human error

USMC PMV MISHAP Leading Indicators

PMV SAFETY SUMMIT 2006

- April-May 2006 PMV Online Survey Results:
(2538 Marines responded)

- 1 out of 23 Sailors/Marines appears to have had a DUI
- 97% of those recently returned from deployment said they had received PMV Training
- 81% of Sailors/Marines that either had a DUI or wrecked while under the influence of alcohol had less than an Associates Degree

- 2006 PMV Focus Groups Major Findings:
(330 Sailors and Marines at 9 installations)

- Personnel interviewed stated they SPEED because of adrenaline, running late for work, and testing vehicle's capability
- Operational tempo and watch standing requirements were the casual factors mentioned for driving while FATIGUED
- Personnel who are DRINKING out in town are reluctant to use the "Arrive Alive" or "Tipsy Taxi" if available because individuals fear repercussion from the command

TARGETING DEC 2006

USMC PMV MISHAP Leading Indicators

TOOLS FOR COMMANDERS

Work, Play. Live ... Safely!
Search
Afloat | Ashore | Aviation | Media | OCS | Services | Training | Popular
Most Requested
Photo of the Week
Friday Funnies
Resources
Executive Summary
ORM
Safety Toolbox
75% Mishap Reduction
Briefs & Presentations
Traffic Safety Toolbox
ASMIS (traffic risk mgmt.)
Success Stories
Statistics
Newsroom/Press Kit
POD Notes, Slogans
Quick Links
Safety School
Acquisition Safety
Safety Surveys
Culture Workshops
FOIA
Secure Site (PKI)
Staff
Biographies, Directory
Traffic Death Update
On May 17, an OSSA was coming out of a shopping center in a car and, while maneuvering across multiple lanes of traffic, lost control. He hit a median and crossed into oncoming traffic, colliding head-on with a city van. The victim was traveling alone. Alcohol was not a suspected factor.
On May 12, an AEAN had a motor-vehicle accident and was admitted to an ICU, where he subsequently died May 17.
PMV Stats | PMV Narratives
Navy and Marine Corps PMV Deaths FY06 to date: 96
In the Spotlight
What's New | More Articles
In the News
• 24/7 Operation Summer Force Preservation -- Materials for the new Critical Days of Summer campaign are now available.
• The winners of the 2005 Admiral James H. Flatley Memorial Awards and the Grampaw Pettibone Awards have just been announced.
• Motorcycle and PMV Safety: Don't Be a Knucklehead -- The Pacific Fleet Master Chief passes on some words of wisdom about PPE, speed and more.
• I Stabbed Myself in the Foot -- An AW2 proves that his new knife is in the wrong pocket and real sharp, in that order.
• Helo Symposium Hears Safety Message -- Attendees at
Focus on Safety
WESS Online Reporting
BEST PRACTICES
alert.aware.able. 24/7 Planner
Critical Days of Summer
Marine Corps SAFETY

http://www.safetycenter.navy.mil/

TRAFFIC RISK ASSESSMENT CONTROL

– Developed by the Naval Safety Center for Fleet use in 2006; based on ASMIS-2 Army Safety Management Information System will be on **http://www.safetycenter.navy.mil**

– Provides ORM trip assessment and actual mishap cases relevant to planned trip. Risk values/models based on NTSB data

– Trip map, times, and distances improve ***supervisor interaction;*** CBT course to help change behavior

COLLECTING /DISSEMINATING THE DATA

Web Enabled Safety System WESS

- An integrated system to web enable the data collection and information dissemination safety business processes for Navy & Marine Corps.
- Allow data transfer with DOD, other Services & other systems with a stake in safety.
- Allow safety customers direct access, on-line, to safety data to target mishap prevention.

14th ESB Tasker Update

MARFORS-3 & SD

RECOMMEND BEST USE OF THE OCDI AT THE ORGANIZATIONAL LEVEL.

- Recommend an OCDI be conducted in ground (Bn level) organizations within 30 days of a change of command and annually thereafter, to be administered on-line or conducted by MCONs or other trained SMEs for those units without sufficient computer assets.

Mr. Keith Glavac/Dr. Mike Manga

14th Executive Safety Board

OCDI (CCS) Brief

June 2006

Mike Mangan, Ph.D.
Principal Consultant
Behavioral Science Technology, In

©2005 BST, Inc. All rights reserved. May be reproduced for use within your company as per the BST license agreement.

Tasker:

Recommend best use of the Command Climate Survey (OCDI) at the organizational level

©2005 BST, Inc. All rights reserved. May be reproduced for use within your company as per the BST license agreement.

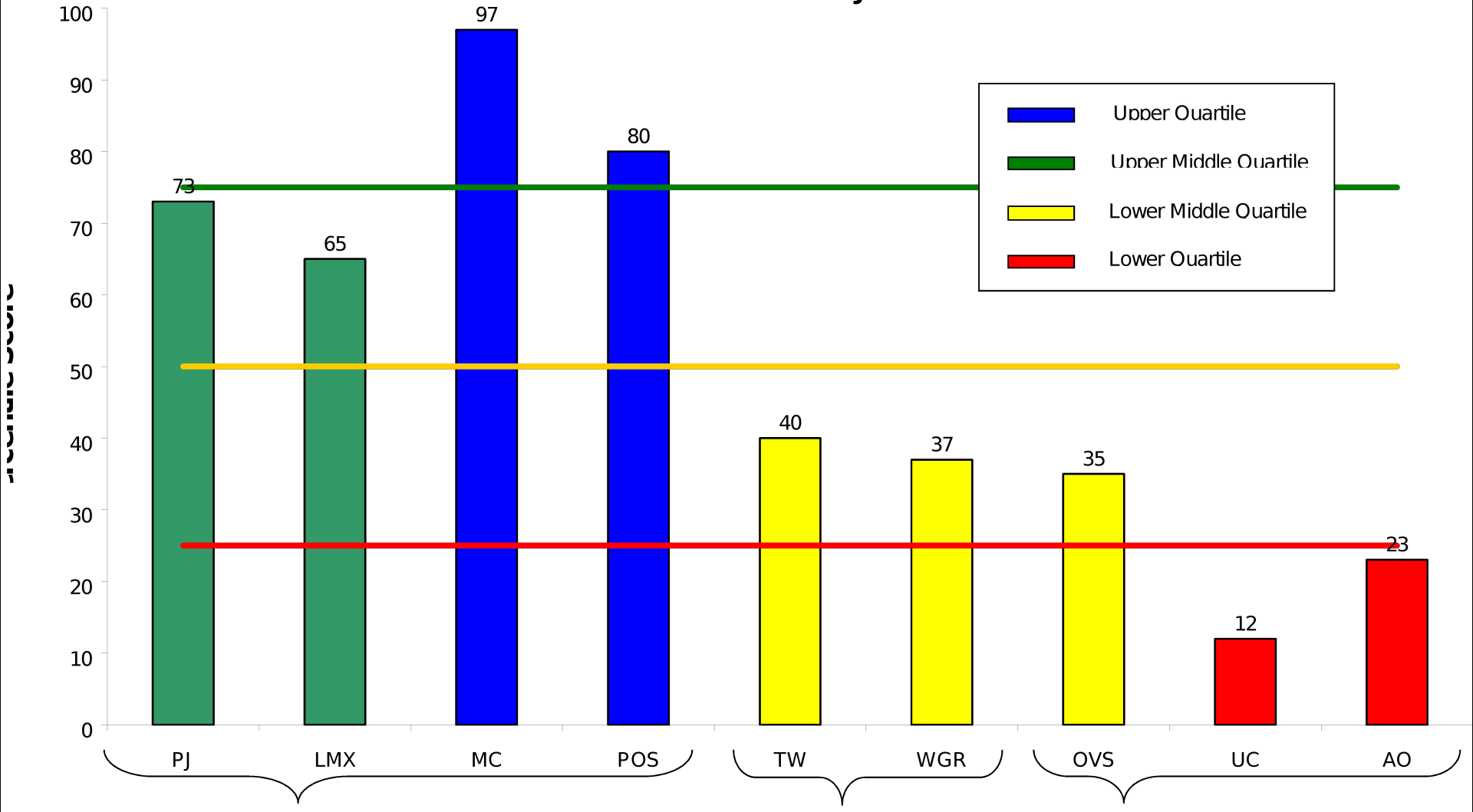
	"My Unit" CO, XO, and other unit leaders	"My Boss" Squad/Platoon, Section Leaders	"My Team" Squad/section members
Organizational Factor			**Team Factor**
General	**Perceived Organizational Support** They care about me	**Procedural Justice** My boss is fair	**Work Group Relations** We get along
	Management Credibility They walk their talk	**Leader-Member Exchange** My boss goes to bat for me	**Teamwork** We get work done
Safety Factor			
Safety-Specific	**Organizational Value for Safety** They care about safety	**Upward Communication** talk to my boss about safety	**Approaching Others** I talk to my fellow Marines about safety

Safety & Performance Outcomes

©2005 BST, Inc. All rights reserved. May be reproduced for use within your company as per the BST license agreement.

MARINES
THE FEW. THE PROUD.

USMC - Fictitious Bn
Overall Percentiles by Scale



Organizational Factor
PJ Procedural Justice
LMX Leader-Member Exchange
MC Management Credibility
POS Perceived Organizational Support

Team Factor
TW Teamwork
WGR Work Group Relations

Safety Factor
OVS Organization's Value for Safety
UC Upward Communication about Safety
AO Approaching Others about Safety

©2006 Behavioral Science Technology, Inc. All rights reserved. This document may be reproduced within your company only for purpose of evaluation.

CCS & Commander's Warrior Workshop (CWW) – Purpose & Structure

- Purpose
  - Provide unit CO with insight into unit leadership and climate.
- Structure
  - CCS is administered 15 to 30 days before Commander's Warrior Workshop (CWW).
  - Data is analyzed and used to supplement CWW data.
  - CWW is conducted over 2.5 days with Marines up the chain of command starting with E1-E3 through Company Commanders & 1st Sgts.
  - Data provided on CCS and CWW confidentially to unit CO at end of 2.5 days.

BST ©2005 BST, Inc. All rights reserved. May be reproduced for use within your company as per the BST license agreement.
MARINES THE FEW. THE PROUD.

CCS/CWW – Outcomes & Principles

- Outcomes to unit CO
  - Verbal debrief of both CCS & CWW
  - Written summary notes from CWW
  - Written report of CCS results
  - Individual Marine responses to 5 open-ended questions (anonymous)
- Principles
  - CCS is mandatory for all units
  - CWW is voluntary
  - Confidential
    - CO doesn't know who said what
    - Data from CCS is available to enable leaders to focus their Force Preservation efforts. The specifics of the CWW are not shared outside the command but the facilitator writeup can be used to guide the commanders efforts.
  - CCS data is added to the USMC database and for MEF-wide reporting. Unit results will be made available so we can begin measuring our progress.

BST ©2005 BST, Inc. All rights reserved. May be reproduced for use within your company as per the BST license agreement.

MARINES THE FEW. THE PROUD.

Post CCS/CWW: What does the CO do?

- Improve small level leadership climate
  - Assess/Rejuvenate mentoring - How often? Is it non-punitive? Does every Marine have a mentor? Do leaders know how to mentor?
- Improve safety climate
  - Evaluate how the command reinforces or punishes safe actions (e.g., impact of program such as Arrive Alive)
  - Are Marines encouraged to raise safety concerns with NCO/SNCO? With each other?
  - When is safety integral to mission accomplishment (e.g., training)? Are there times when it is not (e.g., combat patrol)?
- Improve top level credibility and POS
  - Increase visibility
  - Communicate openly, including decision rationale

BST ©2005 BST, Inc. All rights reserved. May be reproduced for use within your company as per the BST license agreement.

MARINES THE FEW. THE PROUD.

CCS as a leading indicator

- Baseline for Marine Corps
  - Data collected on 5000 Marines YTD 06
  - Data organized by RUC for comparisons over time and by other demographics (level, etc.)
- Provides information on the upstream environment for safety
- If safety outcome data is available by RUC, can correlate CCS data with accidents/outcomes

BST ©2005 BST, Inc. All rights reserved. May be reproduced for use within your company as per the BST license agreement.

MARINES THE FEW. THE PROUD.

Questions?

©2005 BST, Inc. All rights reserved. May be reproduced for use within your company as per the BST license agreement.

14th Executive Safety Board

OCDI (CCS) Brief

June 2006

Mike Mangan, Ph.D.
Principal Consultant
Behavioral Science Technology, In

©2005 BST, Inc. All rights reserved. May be reproduced for use within your company as per the BST license agreement.